



PENNSYLVANIA WING – GROUP 2

APRIL 2009

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GROUP 2 NUMBERS:

- Senior Members : 200
- Cadets: 162
- Total Members: 362
- This information is as of 1 March 2009

SQ 307 FIRST AID / CPR CLASS

Saturday, March 21, 2009, 12 cadets and 5 senior members from Civil Air Patrol Squadron 307 participated in a CPR/1st Aid/Blood Borne Pathogens class conducted by 2Lt. Beth Henning, who is a certified Red Cross instructor, and also a member of Squadron 307.

The class was 9 1/2 hours long and was held at the Red Cross Building on Mifflin St. in Lebanon, Pa.

1Lt Bea Gernert
Squadron PAO

Pictures by
1Lt Wilson Ballester



2Lt Beth Henning teaches C/Amn Skylar Scherer Rescue Breathing and CPR.



Squadron 307 practice CPR skills on manikins.



Humor helps make the lesson memorable.

COMMANDERS CALL AT THE FITG ON 25 APRIL

There is a required Commanders Call at the FITG on 25 April at 1000 hrs till 1600 hrs with a 1 hr break for lunch. All of the wing staff officers will be there with many making a presentation on the requirements to complete their jobs. Lots of good information will be presented.

Lunch will be avail if you sign up for the cadet conference at a cost of \$25 or you may go to the local eatery for lunch.

All Vans will be brought to the Gap for inspection and upgrade of the radios to narrow band.

The meeting will be in Building 8-80. Take the first right after

entering the Gap off of PA 934 to the 3 story brick building.

Also the PAWG Cadet Conference will be held in the same building. The \$25 fee pays for continental breakfast, lunch, and the dinning out. Bring your cadets.

Byron Marshall LTCOL CAP
Group 2 Commander

COMMANDER'S CORNER

I was reading the 15 March Sunday comics during a few minutes of down time. I always get a laugh out of the characters in "Dilbert". He's a guy working in the cubicle jungle with people all around him that spend more time trying to avoid the problems they face than trying to meet

them head on and solve them once and for all. In many ways, we can all relate to the characters in this strip. This morning Dilbert approaches his boss and states that their customers are having problems with software their firm has on the market. The boss promptly refers to

the manual, then to the online database and finally tells Dilbert there's no money available to spend on fixing the problem. The boss then walks across the office to his "private place". The private place is a corner with a hole in the floor into which the boss sticks his head before

declaring the problem "Solved". How does this relate to any of us in CAP?

Many times our new members come to us looking for answers. They are intelligent people with ideas, energy and a myriad of skills that will all help make our squadron a

Continued on P3, Commander

APRIL SAFETY BRIEFING – FLOODING DANGERS

Spring began 20 March and along with the anticipation of the blooms of daffodils, tulips, and azaleas, spring also brings the threat of flooding. Flooding is responsible for more deaths than any other severe weather related hazard. Floods occur due to steady rain over a long period of time, extreme heavy rains over a short period of time, and melting snow.

The flooding in Fargo, ND, along the Red River was brought about by heavier-than-average winter snow, spring rain and a rapid thaw of the snowpack.

Over 50% of the flood-related deaths occur when a vehicle is driven into flood waters. Most cars can be swept away in only 18-24 inches of moving water. Trucks and large SUVs are not immune and can be swept away also.

Water weighs 62.4 pounds

per cubic foot, and can flow downstream at six to twelve miles per hour, thus exerting a great deal of force on a vehicle. When a vehicle stalls in water, the water's momentum is transferred to it. Water also produces a force of 500 pounds against the vehicle for each one-foot rise. The greatest factor in washing away a vehicle is that each foot rise of water means the vehicle will weigh 1500 pounds less due to buoyancy. Most vehicles float away with just two feet of moving water.

It takes only six inches of fast moving water to knock over an adult. It is no surprise that the next highest percentage of flood-related deaths is walking in or near flood waters.

The National Oceanic and Atmospheric Administration's (NOAA) National Weather Service (NWS) has a campaign to warn people of the

hazards of driving or walking through water. Their Turn Around Don't Drown (TADD) offers sound safety advice.

- ◇ Monitor NOAA Weather Radio or local news channels.
- ◇ Evacuate to higher ground. Avoid flooded or flood-prone areas, ditches, and valleys.
- ◇ Do not attempt to drive or walk across flowing streams. Turn Around Don't Drown.
- ◇ NEVER drive through flooded roadways. Road beds may be washed out under flood waters. Turn Around Don't Drown.
- ◇ Do not camp or park your vehicle along rising streams.

Many drivers rescued from flood waters reported they were in a hurry to get home.

Once cars are swept downstream they will often roll over. If this happens, you only have a few seconds to react. Many panic and their bodies are recovered inside their vehicles with their seat belt intact.

If you are able to get out of the vehicle other dangers may await. The ground may be washed away and drowning becomes a big concern. Flood waters can contain oil, gasoline, dead animals, raw sewage, construction debris with nails and jagged lumber, and disease causing bacteria and viruses.

Please heed the Turn Around Don't Drown warnings. Don't trade an hour for a lifetime.

Lt Col Brenda Allison, CAP
Asst National Safety Officer

[The Sentinel – Civil Air Patrol's Safety Newsletter – March/April 2009](#) f

Commander , from P2

much better place. Unfortunately, often times they ask a question and the answer they get is, "Check the National website" or "I know its in the reg, but I'm not sure which one". Having provided that prophetic answer we move on to the next "challenge" of our two-hour meeting, leaving the new member in the aftermath just as confused as they were before the conversation began. I guess we're in a hurry to get to our "special place". Was justice done to the member? Nope, not in the least. Is that member a more productive part of the team following that conversation? Definitely not and they probably won't even be a member for long. What could have been done differently?

Member "A" comes to one of us and asks where to find the answer to a question. Are they being lazy? Do they expect to be lead by the hand? Don't they know you're a busy person? No, they are definitely not lazy and they don't expect to be lead by the hand. They're simply new to our organization; don't understand how things work and just want to do things correctly. As for the busy part, the job of every leader is member development. Member "A" is reaching out trying to become a more integral part of the organization and

you now stand at a crossroads. Think back to how Member "A" became a part of your squadron. They may have come of their own volition because they thought CAP sounded like a great organization, they came as a package deal with a new cadet or one of your members brought them into the fold. Anyway you look at it, the lazy factor doesn't wash. If they came with their son or daughter, they have a vested interest in making Squadron 000 the best in the Wing. If one of your members brought them in or if they were recruited for a specific skill, someone believed in the unit enough to invite them to join. No matter how you look at it, Member "A" is an asset, not an issue with which you have to deal.

If you look in CAPR 20-1, the organizational outlay of CAP squadrons is clearly shown. At the top of the page is a person called "Commander". Directly below that position is the "Deputy Commander of Seniors" (DCS). All over that page the staff officer positions are listed for everything from Aerospace Education Officer to Safety Officer.

Now let's go back to Member "A" and their question. If you honestly don't know where to guide member "A" for the answer, be straight up and tell them you don't know. Explain to Member "A" that

you need to consult with the staff expert or someone who can help them find the answer to their query. Invite them to come with you and join in the conversation. Your staff specialist may hear what you heard in their question differently. Member "A" is a smart person. Honor that character asset by being up front with them. If the question is not one that can be found in the regulation, but instead requires you to consult with the Group or Wing staff, tell them that and set a time and date when you both can discuss the issue further. In front of Member "A" make a note in your planner or notebook about the issue. You just made money!!! Guaranteed!!!

By not opting out of the conversation with a lame excuse you've accomplished many things. You've demonstrated quality leadership to Member "A" and anyone else involved. Member "A" has either been provided with a reasonable, informative answer through some means or knows you are working on getting them the answer they need. You've honored the service, intelligence and commitment of every member of the unit by spending the time required to respond to a member's curiosity or need. Member "A" is now more open to inviting their friends to come see what your squadron and

CAP are all about, which may bring you new members with mission enhancing skill sets. You developed your new member and demonstrated the ability of the staff to work together. By using your staff officers, you made a clear declaration that you value their input and the knowledge they possess. If nothing else, you did the right thing. You lead from the front of an issue instead of retreating to your "special place" and hiding from the issue at hand.

Professional development doesn't stop at the door to the classroom where our members attend Squadron Leadership School, Corporate Learning Course and the many mission related classes we provide. Most of the skills members learn and provide happen back at the squadron. Quality leadership is the key to building a great staff and terrific members. By spending time with each member and refining their skill sets we, as leaders, are making CAP a better organization day by day.

At your squadron's next meeting, look around. What do you see? Is Dilbert trying to make it through the workday or are the greatest volunteers in America standing beside you? Your call.

Todd Daubenspeck, Capt, CAP
Squadron Commander
Black Diamond Composite
Squadron 336

PILOT'S LOUNGE – FUNFUNDS - CASH FOR PILOTS

New Online Offer Pays Pilots for Website Involvement

February 7, 2008 – For Immediate Release

Metro-Atlanta, GA – Gold Seal Flight, publishers of the Gold Seal Online Ground School and FlightCentral.net, has announced its new cash rewards program called FunFunds. The FunFunds program pays cash directly to registered users at FlightCentral.net for their involvement in either of two ways.

FlightCentral registered users

can request free cards from the company that promote advertising by airport businesses. Imprinted on the back are unique numbers identifying the FlightCentral user. That person simply hands out the cards to business owners and managers at the airports he or she visits. If the business decides to advertise on the website, it gets a special 10% discount and the person who gave them the card gets a check for \$25 from FlightCentral.

Additionally, FlightCentral users can earn cash by simply entering comments about specific airports and airport service providers into the website. Accounting is done automatically and the user may qualify for an automatic payment at the end of each month.

"This is really a win/win situation," said FlightCentral's chief developer, Paul Keifert. "The users can help us and, at the same time, help the pilot community. And they get

paid as a reward. What could be better?"

FlightCentral.net is a dynamic website offering integrated airport, weather, and planning information. It's goal is to provide a single-source portal for aviation-essential internet use.

The FunFunds program is described in further detail at: www.flightcentral.net/funfunds

For More Information contact: russell@goldsealflight.com

RECURRENT COMMUNICATIONS TRAINING

MONTHLY QUIZ. APRIL 2009.
REVIEW OF CHANGES IN NEW
CAPR 100-1. (12 MAY 2008)

Due to the length of some of the changes, this month's Quiz will be limited to Five questions.

CHAPTER 10 - CAP FREQUENCY SPECIFICATIONS

FILL IN THE BLANKS.

Transmitter Power. For CAP stations using amplitude modulation (AM) or frequency modulation (FM) emission, the transmitter power authorized will be the mean envelope power. For CAP stations using SSB, the power authorized will be in terms of peak envelope power (PEP). The power of CAP transmitters shall be no more than the minimum required for satisfactory operation. In any

case, output power will be limited to the following:

1. VHF ground stations: _____ watts.

HF stations (National, region, and wing) are limited to the minimum power required to establish communications, but shall not exceed the following maximum limits:

2. National, region and wing stations: _____ watts.
3. Group and below: _____ watts.

CHAPTER 11 –INTERAGENCY OPERATIONS

4. Use of Amateur Radio Service by CAP. The use of frequencies in the amateur radio service to conduct CAP business including SAR/DR operations is prohibited ____.

Procedures for Use.

5. CAP stations will normally be contacted on their assigned frequencies by federal agencies and asked to pass SHARES traffic. Since it is impractical to provide federal agencies with a list of all CAP stations, they will normally call us as follows - "ANY CAP STATION THIS IS (THEIR CALL SIGN) WITH SHARES TRAFFIC." Unless the CAP stations on frequency are handling PRIORITY or higher precedence traffic, they will be expected to take and make every effort to pass the SHARES traffic. In most cases, the traffic will be addressed to distant states and require multiple relays through the CAP network to get to the

addressee. CAP stations are authorized to use any CAP frequency assigned to any region to pass this traffic. CAP stations are also authorized to access specified frequencies of participating federal agencies to pass this traffic if it cannot be passed on CAP's frequencies. Each region and wing DC has been furnished with a directory listing these federal frequencies and will distribute them as appropriate. The Federal Government has identified this information as "FOR OFFICIAL USE ONLY" and release to non-CAP personnel may only be authorized by the ____.

ANSWERS ON PAGE 17

*Special thanks to the ARRL for their permission to reference material. www.arrl.org/



Care And Feeding of Your Cadet

A cheat sheet guide to Civil Air Patrol for parents

Your son or daughter has taken the plunge and joined this Civil Air Patrol thing. You may find that in a couple weeks, your cadet (you know them as junior) will come home from the weekly meeting talking in cryptic phrases, including words like “Alpha flight,” “gigline,” “parade rest,” or the ever popular “dress right dress.” Uh oh, where’s the translator? This handout serves as a guide to answer your questions, and also let you know where to go to get answers not found here.

Someone once said “Two hours a week is a tough way to run an Air Force,” and it’s true. We only get around 2 ½ hrs of training a week, but there are many, many more hours in between. The purpose of this document is to help *you* help *us*. Don’t worry Moms and Dads; help is on the way in the next couple pages.

Your Cadet



First, let’s talk about “your cadet” (*as we’ll call your son or daughter throughout*). Your cadet is still your kid, even though you’ve loaned him or her to us for a few hours during the week (*returned in better shape than before we borrowed him or her... at least more respectful, we hope.*)

Part of the cadet program is about responsibility and leadership, and it’s important that your cadet learn about those responsibilities. For example, when we inspect your cadet’s uniform at inspection, it’s not Mom or Dad standing there being inspected, it’s your cadet. They are ultimately responsible for their uniform. They are responsible for completing the requirements for each achievement to be promoted. When and where possible, please help them be responsible for their actions. Mom isn’t standing inspection, so if your cadet’s shirt isn’t pressed; the answer “my Mom didn’t do it” doesn’t work for us!

Organization

Your cadet will be assigned to what is called an “*element*”, a group of 2-5 cadets supervised by another cadet, called an “*element leader*,” who is probably not much more advanced in the leadership department than your cadet is. They are your cadet’s FIRST person in the “chain of command.” This is the person your cadet calls when there is a question or if your cadet is going to miss a squadron meeting or activity.



Between two and four of these elements make up a “*flight*” which is headed up by a more senior cadet called the “*flight commander*.” This cadet is more senior than the element leaders and is assisted by a “*flight sergeant*” These two cadets are your cadet’s next link in the “chain of command,” and they are the next to get a phone call if your cadet’s *element leader* is not available.

One or more of these *flights* make up the “*squadron*.” The cadet portion of the squadron is run by a “*cadet commander*” and his staff of more advanced cadets. He’s the next stop in your cadet’s chain of command.

All of the cadets in the chain of command report through the cadet commander to the *Deputy Commander for Cadets*, an adult member of the unit who is in charge of all the cadet functions (hence his clever title.) For parents, he’s probably your first point of contact for any questions or concerns you might have.



If your cadet can’t get in touch with the element leader, the flight sergeant or flight commander is next up the line, followed by the squadron first sergeant or cadet commander. You’ll eventually see a roster with all these names on it, but for now just know that they are there and they’re the first people on the list your cadet should contact when they have a question, concern or problem. One day, your cadet will be an element leader as part of their growth and leadership development. Your encouragement and understanding of the role this first line plays will help your cadet to become more responsible.

About the Cadet Program itself

The cadet program exists as a framework within which cadets get to learn, grow, develop, lead and excel. While the components of the program are spelled out in our regulations, the actual execution of that program is up to the local squadron. One unit is different from the next in terms of their schedules, policies, activities and that sort of thing. The basis, however, is always in the Cadet Program.

Notwithstanding the differences between squadrons, the cadet program has five functional areas:

Leadership – Here cadets learn followership, teamwork, and how to march (*putting these important concepts into a real physical activity*). Eventually, they learn how to lead those activities as they move up the ranks and increase their responsibilities. These responsibilities are serious.



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They will eventually be in charge of several other cadets, with the potential of someday being in charge of all of the cadets in their squadron.

Aerospace Education – Aviation and space studies serve to give many (but not all) of the cadets a “common bond” in their interests. Cadets learn aerospace through classes, self-study of their aerospace manuals and aerospace activities. As they move up, they act as aerospace mentors for the younger cadets. We are, after all the, Civil **AIR** Patrol!

Physical Fitness – Physical fitness involves regular activity and a physical fitness test for advancement. Don't worry, the test isn't terribly difficult for the first couple promotions, but it does get harder. The big thing is that your cadet won't get good at physical fitness by doing PT just once a month with the squadron. It has to be part of an ongoing program that they do at home or school. We try and set the foundation for you to build a healthy program to keep your cadet healthy and fit. Less than 2 hours of organized physical fitness once a month is not going to make a hill of beans if there isn't something going on outside the unit.

Moral Leadership – Our moral leadership officer guides the cadets in discussions about ethics, leadership, morals and values as they relate to our society and our program.

Activities – Activities are a key component of our cadet program, in that they encompass all the things we do “outside” of a meeting. Weekend bivouacs, the marching “drill” team, flag presentations, aerospace field trips, inter-unit competitions, search & rescue training exercises, leadership training, and many other events. More on the specifics of Activities later.

Uniforms

Oh boy, this is where things are going to get interesting. Uniforms, more than anything, confuse Moms & Dads because there are many “gotchas” that are not Mom & Dad friendly. Your cadet should get some training on this, but *you* won't!

You should help your cadet initially with some of these things, but eventually he or she will get the hang of it and should do their own uniform maintenance. Let's go over the most commonly found parental errors and questions:



Washing – Uniforms need to be clean, neat & well pressed. As you're aware (*but your cadet may not be*) there is no such thing as the “laundry fairy.” Start early, mom or dad, in teaching your cadet that they should be responsible for making sure their uniform is clean and ready to go.

Most of the uniforms are washable at home: the BDU (camouflage) shirt & trousers, and the blue shirt for the blues. The other components, usually the dark blue parts, are dry clean only. Wash uniform parts, particularly those with patches sewn on them, in cold water, and tumble or hang dry. Heat causes uniforms materials to shrink at different rates, which leads to puckers and wrinkles around patches. Remove pin-on or slide-on insignia from the shirts (collar insignia, mostly) as these will not survive washing.

Starching & pressing – Starching is not required. In fact, if you read the label inside the BDUs, it says not to use starch. However, if they choose to use starch, here are some pointers. Starch takes on a couple forms: spray starch & liquid starch. Spray starch is the easiest method, but produces the least durable results (*word of warning: over-sprayed starch that misses the ironing board and lands on linoleum is slippery!*) Liquid starching is a bit more process-intensive, but the results are nice. Commercial laundering is the most expensive process and is still no guarantee of a good press. Use a steam iron set just a bit over medium or just inside the steam range and press away. Again, for your own sanity: teach your cadet how to do this and let them run with it. After all, *they* are the one standing inspection.

Wing Patches – Wing patches should be machine-sewn onto the uniforms, if at all possible. They must be sewn on straight, centered and a ½ inch from the shoulder seam. The crease in the sleeve will not be centered with the patch. Use similar colored thread as the patch.

Avoid quick solutions like “StitchWitch” as these will ruin the uniform and the patch will fall off eventually. We have years and years of experience with this and have learned the hard way what doesn't work.

Nametapes – Your cadet will get some 1” wide ultramarine (blue) cloth tapes with white lettering. One set should have a last name on them; the other should say “CIVIL AIR PATROL.” These are called “nametapes.”

First order of business: **DON'T CUT THE NAME TAPES!** (Did we mention that you shouldn't cut the nametapes?). Too often, Moms & Dads cut the name tapes even with the



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ends of the pockets. **DON'T!** Instead, lay them out on the uniform, find the center of the name or words on the name-tape, center it on the top of the pocket and then fold under the ends so the fold on each end is even with the end of the pockets. NOW you can trim off the excess that is behind the nametape (hint: longer is slightly better, don't cut off too much!) Keep those ends folded under when you sew them down... This will prevent fraying, which looks terrible and ruins the nametag.

Boots – These are always an issue with growing feet. The boots with the canvas uppers, so-called “jungle boots,” are a good, cheap alternative, but they don't work well in a cold climate. All-leather boots are year-round but can be expensive. Initially, buy boots about ½ size larger and have your cadet wear thick socks.

Shoe & boot polish – Regular old black Kiwi polish works the best. Period. Leave that sham shine, pastes, liquids and treatments behind. Elbow grease & Kiwi will win the day. Your cadet will learn the techniques during their basic training, but it may take time to get a good base going on the shoes or boots. Bear with his or her tribulations. Watch out for “blackfinger” (caused by shoe polish on the end of the finger) causing problems on the furniture! (*We're not kidding, either!*)

Doodads (insignia) – Help find a place for your cadet to stash these things when they're off his or her uniform... They go missing very easily. (replacing them, while helping the economy is not something you want to do very often). Don't wash the uniform with them still attached.

Dry cleaning – Basically everything dark blue (trousers, tie, flight cap, service coat, etc) has to be dry cleaned, not washed.

Hemming – Flood pants are out! The best hem is obtained with the pants worn correctly (above the hip bones) and evenly, with a belt & shoes. Mark the front of the trousers at the point where the crease just touches the shoe around the laces. Add 5/8” to this and that's the hem length for the back of the trousers. This angled hem is called a “West Point cut.”

Your cadet will receive books and manuals which have guidelines in them on many of these items. They will be tested on them as part of their training and advancement. Don't hesitate to remind them that they can often find answers to their questions in the book. Once again, we want them to learn responsibility so please don't do their homework for them.

COMMUNICATIONS

We all know that communications is a two way street. We have several methods that we use for trying to get information home so you know what is going on. The previously mentioned “chain of command” is used to pass information about issues of an immediate nature (i.e. An emergency change to the meeting, or a last-minute check on who can attend a weekend event). Your cadet's element leader or flight sergeant may call to find out if your cadet is planning on attending an activity or meeting (we call that a *call down*.)

Many units have a website where you can go and see what new and exciting things are going on, and this generally includes a calendar. Our group website is <http://www.pagroup2.com/>. From there you can find links to the websites of units in our group. Stay tuned for more to come. Our National Headquarters at Maxwell Air Force Base in Alabama also has a website with tons of useful links, like lists of national activities, CAP regulations, and every CAP form you'll ever need. So take a look and visit <http://www.gocivilairpatrol.com>.

We also use email to pass information back and forth if cadets have email addresses. The important thing here is there are many avenues of getting the word out.

Occasionally, the unit sends out electronic updates. Anyone and everyone who has an email address will receive these updates. It will tell your cadet everything to expect at upcoming meetings and what to look forward to in the coming month. For those who don't have email, the squadron roster is there to be used. And if you, as a parent, wish to receive any squadron correspondence, simply e-mail the deputy commander for cadets and we'll include you on the list.

However, the buck stops and starts with your cadet. If they don't get a call or need more information about something they should contact their element leader (that pesky chain of command thing again!) to get more information. So, we should never hear the famous words of Spoke to Paul Newman in *Cool Hand Luke*, “What we have here is a failure to communicate”.





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DEADLINES AND TIMELINESS

We have repeated several times that we are teaching responsibility and leadership. As with uniform infractions, we hold your cadet responsible for meeting agreed upon deadlines for things and for being on time to activities. We know that most 12 year olds don't drive yet and it has been our experience that many don't know how to tell time (well we know they can do it since you can't get out of third grade unless you can, they just seem to have selective memory about certain things). We will do our best to start and end things on time. We expect everyone to show up before we start things. Please do your best to keep your cadet out of trouble by planning enough time to get them to the meeting on time. They probably won't thank you, but we do!



ACTIVITIES

On a regular basis, the unit has activities and events outside the regular meetings. In general, there are two times when we'll require something more from you than just the regular "see ya, mom." That's overnight or out of state activities. You'll see these events on the unit calendar. There's no such thing as a "secret search & rescue mission" in our outfit. However, those cadets who are qualified to respond to emergency services missions, may get a call one weekend asking them to report for a mission. It may be real, or may not. This doesn't happen often, but it's not unheard of either.

For overnights or events well outside our local area, we'll have an emergency contact form that each cadet is required to carry. You may want to take a look at this, as it will have critical information that we'll need in the event of an emergency. It's called a CAP Form 60, "Emergency Notification Data". It's CAP's version of the *Dog Tag*.

When we go on activities, we usually have a time when things start (or when we're departing for another location) and a time when things are over (or when we'll be back). When it comes to the start/departure times, those things are usually driven by other issues (facilities, personnel availability, etc). If we're departing the unit headquarters for another place, there are many people who are counting on that departure time. Just one person being late can throw everything into disarray. Please help us by being as on-time as possible. A little early never hurt, either. There

is a saying in the military, "if you're on time, you're late".

And we can appreciate how busy you are, and we'll do our best to hit the published end time or arrival times.



The potential exceptions to this, of course, are flying activities and events that involve a long trip to/from. Flying activities are heavily weather dependent and may not start just when we want them to, or may not end exactly at the right time, either. We'd ask that everybody understand that we conduct our flight operations in the safest manner possible, and weather is one of those safety factors that we have to contend with. As for long-distance trips, well, sometimes even we get stuck in traffic jams. Please make sure your cadet has a few things at all times: your cell phone number, work number, and a key to get into their own house. More than a few

times we've had to sit out front of a cadet's house waiting for a parent to get home.

We'll do our best to let you know we're going to be late if we know it in advance, but we try pretty hard to be realistic in our scheduling when we plan events that involve travel or flying. Better to spend 15 minutes cooling our heels at HQ because we miscalculated and arrived a little early than make everybody wait 15 minutes.

If your cadet has ways of getting in touch with you in the event we're going to be late, it would be most helpful. So make sure they know your cell or work number. With today's technology, it's easier than ever to keep folks in the loop.

PARENT QUESTIONS

If you as a parent have questions, the staff of the Squadron is always available to you to answer them. We share the same goal that is to help your cadet become the outstanding person that you want them to be, even if they don't think they can. The cadet program is one of the best programs around to teach young men and women about leadership and responsibility; working together we can make a big difference in your cadet's future.

TRAINING LEADERS OF CADETS COURSE

TLC and Cadet Program Specialty Track bridges YOU to your cadets!

Learn the Cadet Program from the Senior Member Officers experienced and involved in the Cadet Program!

TLC - Training Leaders of Cadets 25 - 26 APRIL 2009 in conjunction with the Cadet Conference

Saturday sign-in starts 0830, TLC class: 0900 - 1700

Sunday sign-in starts 0730, TLC class: 0800 - 1300

FTIG (building and room TBD)

TLC course fee: \$30 (covers materials, breakfast & lunch)

To enroll online: ALL NEW PAWG Online F17 !

<http://tinyurl.com/PAWGOnlineF17>

To enroll by email: Complete F17 to cappdo@aol.com

For all Senior Members involved with Cadets:

Especially those adult CAP officers traveling to FTIG to bring your cadet(s) to the Cadet Conference!

Why TLC?

because:

YOU work with cadets!

Cadet Program is one of CAP's three MISSIONS!

Experienced instructors in the Cadet Program, working with cadets!

Productive sharing experiences with members outside your

own squadron!

Share your experiences with others!

TLC is required to earn the Senior Rating in the Cadet Programs Specialty Track!

Productive (and fun!) learning experience!

What do YOU do while your cadet(s) is/are at the Cadet Conference?

Join your cadet(s) Saturday evening at the Dining Out / dinner

(note: to participate in the Cadet Conference Dinner, separate registration for the Cadet Conference (\$25) is required)

Convenient! Drop off your cadet(s) at the conference at 0800... then sign in at TLC at 0830!

TLC Description: The important work of the volunteers who lead Civil Air Patrol cadets includes developing cadets' character, encouraging physical

fitness, building leadership skills, and inspiring aerospace-minded youth. Through education and training, CAP senior members become more effective mentors and leaders of cadets.

Training Leaders of Cadets is a curriculum for adults who implement the Cadet Program at the squadron level. This 2-day course provides senior members with a strategic perspective of the Cadet Program, leadership skills for helping youth achieve their goals, and training in how to

manage a successful program.

To review the TLC Course outline and complete the 4 On-Line Modules <http://tinyurl.com/TLCmodules> before attending TLC (these are not optional, these are required prior to

Class): visit:

<http://tinyurl.com/cap-pd-TLC>

Capt Annette Carlson
cappdo@aol.com

PAWG CHANGE OF COMMAND

The Region Commander, Col Diduch, has entrusted command of the Wing to me, as your Interim Wing Commander. As such, I will conduct the business of the Wing until a new commander is selected.

The selection process to identify the next Wing Commander is in place. A review panel of senior officers is being assembled to review potential candidates and to make recommendations to the region commander. In about two weeks, I will release a notice explaining the process for submitting an application and I encourage anyone who is interested and who meets the requirements of CAPR 35-9 to apply.

Your assistance and coopera-

tion during this transition is crucial to the continued success of our missions. Rest assured, the Pennsylvania Wing continues to move forward with the schedule and projects as planned. Please proceed with business as usual. We will continue to follow the policies and procedure in place and coordinate through the Wing Headquarters. Our chain of command is solid and effective and by working together we will ensure that the Pennsylvania Wing maintains its place as a leader in the Civil Air Patrol.

I thank each of you for your continued contributions to the missions of Civil Air Patrol.

David L. Mull, Colonel, CAP
Interim PA Wing Commander

MIDDLE EAST REGION OFFERS REGION STAFF COLLEGE

MERSC will be held 6—13 Jun 2009 at McDaniel College in Westminster, MD.

The Region Staff College offers an opportunity to learn interpersonal communications, leadership, management, and training techniques through hands-on training.

Cost for the program is \$335 to cover tuition, lodging, and meals. Forward your CAPF 17, approved through your chain of command to Capt Tim Gleaton,

MERSC Tasking Officer, 1118 Pepper Ridge Dr., Lugoff, SC 29078.

If you have any questions, please contact the Director, Lt. Col. Nancy Gleaton (nancy@gleaton.org), or the Deputy Director, Lt. Col. Paul Meade (pmeade@clearpoint-health.com).

Please see their website, <http://www.mer-rsc.org> to see information on past programs.

Pennsylvania Wing 2009 Cadet Conference

• 25 April 2009 • Fort Indiantown Gap • PA •

CONFERENCE REGISTRATION

Please complete the registration form below and return before 11 April 2009. Cost to register is \$25.00 and includes breakfast, lunch, and the formal dining-in. The uniform for the duration of the conference is Dress Blues.

Sign-in for the conference will begin at 0800 hours on 25 April at FTIG Building 8-80.

The first 100 cadets to register and pay will receive a free CAP T-Shirt!!!!

PLEASE NOTE

- Registrations **WILL NOT** be accepted after 11 April 2009. Cancellations received on or after 11 April 2009 will not receive a refund as an administrative fee.
- No barracks will be available. Those attending the conference that need lodging should make accommodations for a hotel room nearby.
- Drugs and/or alcohol are strictly prohibited from the conference or lodging areas for the conference. If drugs or alcohol are found under anyone's possession at anytime, it is grounds for dismissal from Civil Air Patrol without the opportunity to re-apply for membership.

TO REGISTER

Please complete this pre-registration form, include full payment in the form of a check, attach a completed CAPF 60 and return to the address below:

Lt Col Bruce Brinker
2009 Cadet Conference
PA Wing, Civil Air Patrol
Building 3-108
Fort Indiantown Gap
Anncville, PA 17003

For additional information contact Lt Col Bruce Brinker, PAWG Director of Cadet Programs, at 610.570.4217

Attendee Information

Last Name: _____ First Name: _____ Middle Initial: _____ CAP Grade: _____

Home Phone: _____ Cell Phone: _____ E-mail: _____

Squadron Information

Home Squadron: _____ Group: _____ Squadron Commander: _____

Squadron Commander Phone No.: _____ Squadron Commander E-mail: _____

___ I plan on participating in the Public Speaking Contest (Cadet only)

___ Attending PAWG Commander's Call (Senior Member only)

T-Shirt Size (please check): S ___ M ___ L ___ XL ___ XXL ___

___ \$25.00 Check enclosed (Please make check payable to: PAWG CAP)

___ \$25.00 Check Request (attached) from Squadron Account
 NER PA _____ with Finance Committee Approval

___ Completed CAPF 60 enclosed

I am a:

___ Cadet

___ Senior Member

Parent/Guardian Signature (if cadet): _____ Date: _____

Squadron Commander Signature (denoting permission to attend): _____ Date: _____

NORTHEAST REGION CADET ACADEMY

Announcing the 2009 Northeast Region Cadet Academy. The Academy will take place 19-30 July 2009 at Otis Air Force Base, Massachusetts.

The NER Cadet Academy will consist of the following activities:

- Encampment
- NER Cadet Leadership School
- NER Cadet Non-Commissioned Officer School
- Honor Guard Academy

At this time applications for both CAP Officer and Cadet staff positions are being accepted. Currently, we are looking for the executive command staffs to run each of these activities! The flyer below (also attached) advertises the Academy and gives the specific information. Please share this with all members who may be interested!

All members, cadets and officers, interested in serving on the staff of any of these schools, or for the overall academy, are invited to apply on CAPF 31 with a cover letter describing what position they are looking for and what qualifications they bring to the position. Applications are due no later than 30 April. The following positions will be needed:

NER Cadet Academy:

- Admin/personnel
- Logistics/Supply/Transportation
- Communications
- Chaplain



Cadets participate in team building activities.



Cadets had opportunities to ride on a helicopter.



And on a transport plane during the 2008 NER Cadet Academy.

- Finance
- Medical
- Safety

NER Cadet Leadership Academy:

- Adjutant (officer)
- Seminar Advisors (cadet and/or officer)
- Cadet Commander

NER Cadet NCO Academy

- Seminar Advisors (cadet and/or officer)
- Cadet Commander

NER Honor Guard Academy:

TBD

NER Basic Encampment:

Standard Encampment Personnel needed

Please forward all staff applications (no later than 30 April) to:

Colonel Craig Treadwell, CAP

Northeast Region Deputy Chief of Staff Cadet Programs

6 Sara Lane

Portland ME 04103-3623

E-mail: ctread@maine.rr.com

Future updates will be posted to the NER Webpage.

Ask someone who attended last year – it was a great time!

HAM RADIO CLASS

CLASSROOM INSTRUCTION DEMOS FCC EXAMS NO EXPERIENCE REQUIRED
Hosted By: **York County Emergency Management Agency**

APRIL 18TH and 19TH, 2009 8-5 Sat 8-4 Sun Exam Dependent

Cost \$15 Exam fees

Local Eateries

Free Parking

FCC Examinations onsite



WHERE :

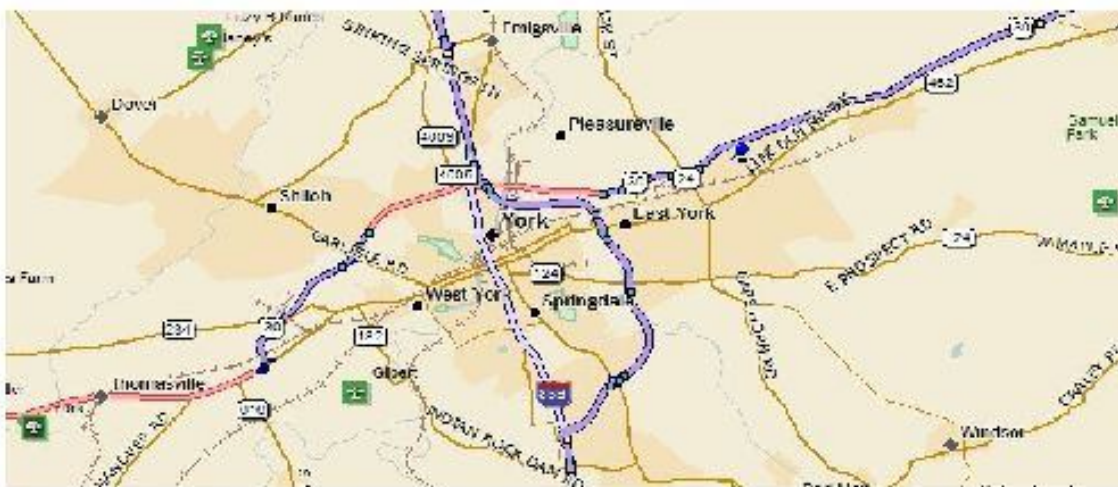
York EMA / 911 center

Main Entrance Look for signs

WHAT TO BRING:

- 1 AN OPEN MIND
- 2 AN EXPECTATION TO LEARN
- 3 PEN AND PAPER
- 4 A SIMPLE CALCULATOR

ADD SUBTRACT MULTIPLY DIVIDE



York County EMA / 911 center
120 Davies Drive
York, PA 17402

WEB LINKS

<http://www.ycdes.org/>

From PA Rt 24 and 30: Go south on Pa 24 to Concord road. Turn left on Concord Road follow Concord Rd. around the York County prison. Bear left at Heindel Rd, remaining on Concord. Turn right on Davies Dr. York EMA building is on the right.

contacts : Ron Small WB2OQB wb2oqb@arrl.net 717-481-8589 OR Joe Ryan KB3POC arccdv@comcast.net 570-915-6053



WORLD WAR II WEEKEND 2009 STAFF APPLICATION



The following positions are available for cadet applicants:

- **Medical Officer**
 - Manages all basic medical emergencies involving CAP personnel for the duration of the air show
 - Ensures all cadets stay properly hydrated and take necessary health precautions
 - First Responder or higher required
- **Assistant Communications Officer**
 - Will aid the Cadet Communications Officer in all of his/her duties
 - Should be proficient in keeping a radio log and managing all necessary communications paperwork
 - Will manage communications in the absence of the C/Communications Officer
 - Must have at least a basic ROA card
- **Logistics Officer**
 - Manages and tracks all cadet teams (flight line, parking, etc)
 - Is responsible for the accountability of all teams at all times
 - Works with the Cadet Command Staff to ensure resources are available when needed
 - Prior WWII Weekend experience is required
- **Assistant Logistics Officer**
 - Will aid the Logistics Officer in his/her duties.
 - Is responsible for managing team sign-in, team management, and accountability
 - Prior WWII Weekend experience not required, but highly suggested
- **Activities Officer**
 - Coordinates activities/classes/games/movies/etc for cadets who temporarily are not assigned to a task
 - Involves planning and providing outlines for all classes and/or activities scheduled
 -

PLEASE NOTE: Only the positions listed above are open for application. If you are interested in serving in a capacity other than the ones listed above, please inquire through the proper Chain of Command. Do not use this application form to apply for any position other than those listed.

If you are interested in applying for one of the staff positions above, follow the following process:

- Fill out the form on the opposite side of this page
- Include a ½ page, Times New Roman 12pt font essay on how Civil Air Patrol's role in World War II effects its mission today
- Send both the form and essay to :

Reading Composite Squadron 811
 111 Museum Drive
 Reading, PA 19605
- All applications must be postmarked by 1 May 2009 in order to be considered.

WORLD WAR II WEEKEND 2009 STAFF APPLICATION

Name: _____ Rank: _____ CAP ID: _____

Age: _____ Cell Phone: _____ Home Phone: _____

Home Squadron: _____ E-mail Address: _____

Rank each Staff Position in order of precedence (1 being the highest):

- ____ Medical Officer
- ____ Assistant Communications Officer
- ____ Logistics Officer
- ____ Assistant Logistics Officer
- ____ Activities Officer

List any qualifications you have that you believe make you eligible for this position:

Have you attended WWII Weekend previously? YES NO If yes, how many times? _____

What days are you planning on attending WWII Weekend 2009 (circle all that apply)?

FRIDAY

SATURDAY

SUNDAY

If needed, would you be willing to come to the weekend beginning on Thursday? _____

List any prior staff positions you've held within CAP:

USING THE CAP KNOWLEDGEBASE TO FIND REGS AND OTHER ANSWERS

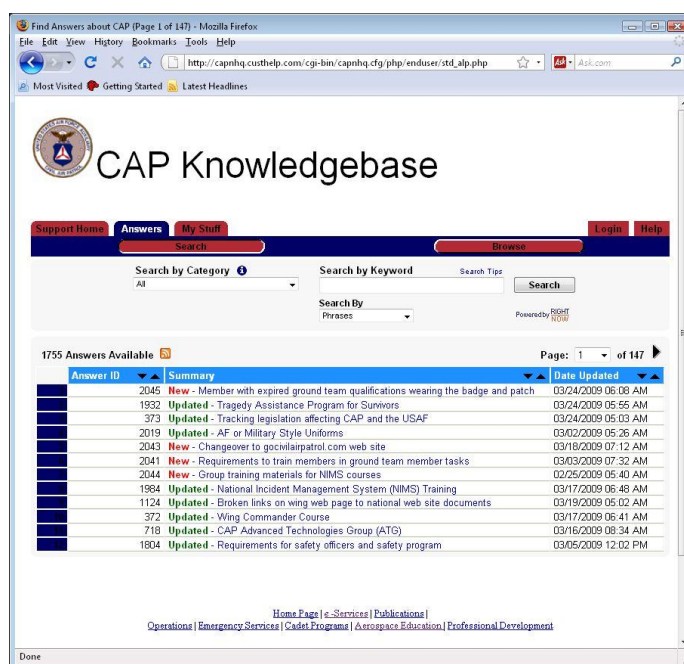
We've all heard, "Check the national website," in answer to a question at least once during our time in CAP, but just how do we do that? Clicking the CAP Pubs and Forms link on the right side of the e-Services main page opens the Forms and Publications gateway. From here, select the type of form or publication needed, scroll down the list, and open the document needed.

Seems simple, doesn't it? But there are dozens of entries on the Indexes, Regulations, and Manuals page, over 50 pamphlets, and almost a hundred forms. While each of these has a title, it's not always possible to determine which document contains the answer. Even when it is possible to locate the correct document, it might be difficult to find the specific entries needed to answer the

question. So now what?

The answer is CAP's Knowledgebase. This is a searchable database containing questions that have been asked at the national level and their answers. Each entry also lists links to other similar question/answer pairs. It also provides a place where questions can be asked

Access to the database is from the "CAP Knowledgebase" link at the bottom of the main e-Services page. The "Answers" tab shows a list of the twelve most recent new and updated questions. It also has boxes to enter key words, select search categories, and choose the type of search. For most purposes, leaving Categories set to "All" and Search by set to "Phrases" will work for most purposes.



CAP's Knowledgebase is an excellent place to find answers to questions at the National level.

The search will return a list of questions related to the key words. If none of the questions contains an adequate answer, try variations of the keywords.

If, after trying several variations, the question is still not answered, click the "Ask a Question" tab available from any answer page. The Knowledgebase requires a separate log-in from e-Services in order to ask and track questions.

Enter your e-mail address in the e-mail box and write a clearly worded question. A list of related questions will be returned. If the answer isn't in one of them, click the "Finish Submitting Question" button.

If you do not have an account, you will be prompted to register. If you do have an account, your question will be forwarded

to the proper authority at National Headquarters. In most cases the question will be answered within a few days, but some questions may take much longer to answer.

The CAP Knowledgebase won't be able to answer every question. Some questions must be answered at Region, Wing, Group, or even Unit level. However, it does contain answers to a very large variety of questions.

Using the Knowledgebase can help reduce the amount of time that unit staff members spend hunting for answers to common questions. This will free them up to do other program activities.

Barbara McCutcheon, Capt, CAP
Webmaster, Squadron 304

If the answer isn't in the Knowledgebase, the question can be submitted to National Headquarters.

YORK COMPOSITE SQUADRON 301 ANNOUBCES PROMOTIONS

On 28 February the following cadets were promoted:

Samuel Sitler to c/SSgt

Brandon Fockler to c/TSgt

Kyle Forry to c/CMSgt

Congratulations and a job well done!!

Major James R. Eiben
Commanding Officer

HELP A MEMBER

Kerry Smeltzer, York Composite Squadron's Comm Officer lost everything when his house in York was destroyed by fire. York Squadron has been selling candy to raise some money so he can get back on his feet.

He has found a dwelling for him, his wife and autistic daughter and is trying to furnish it with whatever he can get.

York Squadron would appreciate any help in this effort. They can't include members of other units in any fund raising, but request each squadron "pass the hat" one time, collect what you can, then make a check

out to Jim Eiben. Since units no longer have a checking account, he is handling this matter. Please mail any contributions to:

Jim Eiben
58 Carriage Lane
Gettysburg, PA 17325

He will give it to his finance officer and you will receive a receipt for your efforts. Thank you very much.

Jim Eiben, Major, CAP
Commanding Officer
York Composite Squadron 301

ACUT RADIO OPERATOR CLASS RESCHEDULED

Last month's newsletter contained conflicting dates for the A-CUT radio operator class.

Due to the many activities at Fort Indiantown Gap (FIG) on 25-26 April, the class has been **rescheduled to 9 May 2009**.

The class will be in the Wing Headquarters at FIG. Sign-in will be at 0800 with the class starting at 0830. The class is expected to last until 1500 or 1600, so be sure to bring a lunch.

Register for the class by contacting :

Donald Inscho, Capt., CAP
Cell: 717-856-2032
Home: 717-938-1041
Email: dinscho@epix.net

This class will fulfill the training requirement for radio use in the Emergency Services qualifications. Be sure to bring your SQTR's to have them signed off.

SQUADRON 307 PACKS EASTER BOXES

Saturday, March 28, 2009, at the Penn Manor High School in Millersville, Pa. 20 cadets and senior members of Civil Air Patrol Sq. 307 assisted the Military Mothers and Friends from Lancaster pack 300 Easter boxes filled with home-made cookies, candy, pretzels, personal comfort items, cards signed by friends and people who helped pack the boxes and other items too numerous to mention for our deployed troops overseas and stateside.

They help sort the donated items, pack, seal, stamp, affix the necessary forms and stamps and load the boxes in bins for the postal trucks.



There were boxes for former members of Sq. 307 which were passed around to sign by the squadron members. There were also boxes for friends and family of the squadron.

This is one event our squadron faithfully assists at Easter and Christmas because it means so much to all of us.

1Lt Bea Gernert

Photo by 1Lt Wilson Ballester

GP2 Newsletter Submission Guidelines

Articles, story ideas, and queries may be submitted to Capt McCutcheon via the chain of command or by e-mail at gistek@ptd.net. Please include "CAP GP2 News" in the e-mail subject.

Items may be submitted as formatted or unformatted text within the body of the e-mail. Images may be submitted as attached jpg or pdf format files no larger than 1000K. No other type of attachment will be opened.

For more specific guidelines, please contact Capt McCutcheon.

PROMOTIONS

The following group members promotions were recorded during the month of February.

Jesse Jones Composite Squadron 304

Eathan J. Dunlap promoted to C/Amn on 23 Feb 2009

Logan R. Herr promoted to C/Amn on 26 Jan 2009

Jonathan D. Humma promoted to C/SSgt on 23 Feb 2009

Samuel P. Krauter promoted to C/A1C on 23 Feb 2009

York Composite Squadron: 301

Brandon S. Fockler promoted to C/TSgt on 9 Mar 2009

Kyle E. Forry promoted to C/CMSgt on 9 Mar 2009

Samuel A. Sitler promoted to C/SSgt on 9 Mar 2009

Harrisburg International Composite Squadron: 306

Ian C. Barrick promoted to C/TSgt on 18 Mar 2009

Avery J. Farson promoted to C/A1C on 25 Mar 2009

Katherine G. Harrington promoted to 1Lt on 21 Mar 2009

Donald J. Inscho promoted to Maj on 1 Mar 2009

Jeremy T. Lee promoted to C/MSgt on 5 Nov 2008

Jacob J. Rutt promoted to C/Amn on 11 Feb 2009

Jordan B. Tinker promoted to C/SrA on 18 Mar 2009

Capital City Composite Squadron:

Jake D. Hofferrica promoted to C/SSgt on 10 Mar 2009

Zachery J. Richards promoted to C/Capt on 3 Mar 2009

Diane D. Sheetz promoted to 1Lt on 6 Mar 2009

Lebanon VFW Cadet Squadron:

Skylar M. Scherer promoted to C/Amn on 19 Mar 2009

Tyler M. Zohner promoted to C/SSgt on 4 Mar 2009

Congratulations, and thank you for all of your hard work.

With the addition of cadet promotion tracking in e-Services, it is now possible to create a list of promotions for many cadets as well as all senior members.

Since cadet promotion entry is voluntary, only those cadets

whose commanders have entered cadet promotions into e-Services can be recognized through this method. We would be happy to include any additional promotion information submitted by Line Officers.

Members are welcome to submit articles and photos of promotions. These will be included in the Unit News section of the newsletter.

WELCOME NEW MEMBERS

During March, 11 new cadets and 3 new senior members joined squadrons in our group.

Cadets Matthew T. Drumheller, Heather L. Gaines, and Alejandro Ortega, and Senior member Abigail L. Eby the Jesse Jones Composite Squadron 304.

Cadets Juliana L. Hartman, Dexter T. Petron, and Jonathan D. Ritz joined the York Composite Squadron 301.

Senior member Andrew R. DeSousa joined the Harris-

burg International Composite Squadron 306.

Cadet Chelsea M. Nolen joined the Capital City Composite Squadron 302.

Cadets Joshua E. Barshinger, Jordan P. Clemens, Cody Z. Heist, and Aaron W. Showers joined the Lebanon VFW Cadet Squadron 307.

Senior member Thomas G. Dewees, II joined the Black Diamond Composite Squadron.

Group 2 extends a warm welcome to our new members.

FYI, ADS AND ANNOUNCEMENTS

TLC - Training Leaders of Cadets 25 - 26 APRIL 2009 in conjunction with the Cadet Conference. Saturday sign-in starts 0830, TLC class: 0900 - 1700 Sunday sign-in starts 0730, TLC class: 0800 - 1300 FTIG (building and room TBD) TLC course fee: \$30 (covers materials, breakfast & lunch) To enroll: Complete F17 to cappdo@aol.com

Mission Pilot School 25 Apr—2 May 2009 at Willow Grove Go from Form 5 to Mission Pilot. Deadline to apply is 1 Apr 2009

Easy Fundraising! Do your SHOPPING at the CAP Mall and raise funds for your squadron!! Huge selection of well-known stores at <http://cap.fundlinkllc.com>

Northeast Region Newsletter available. Read the NINER at <http://ner.cap.gov/news/NINERwinter09.pdf>

Please feel free to submit short ads and announcements of general interest to members of our group. This includes items your unit has available to other units, positions our unit needs filled, and items your unit needs.

COMMUNICATIONS QUIZ ANSWERS

Answers to the Quiz:

REFERENCES: CAP REGULATION 100-1.
12 May 2008.

Communications-Electronics

COMMUNICATIONS

INDIVIDUAL SECTIONS IN PA-

RENTHESES.

1. 50 Watts. (10-5a)
2. 1000 Watts. (10-5c-1)
3. 500 Watts. (10-5c-2)
4. by law. (11-2)
5. NTC. (11-3b)

CIVIL AIR PATROL

GROUP 2 STAFF

Commander	Lt Col Byron Marshall
Deputy Commander	Maj Brandon Parks
Aerospace Education Officer	1st Lt David Briddell
Administrative Officer	Open
Cadet Programs Officer	Maj Brandon Parks
Cadet Special Activities Officer	1st Lt Jeff Case
Chaplain	Open
Communications Officer	Capt Don Inscho
Communication Licensing Officer	1st Lt Carlton Walls
Finance Officer	Maj Becky Wilson
Inspector General	Open
Legal Officer	Open
Logistics Officer	Open
Maintenance Officer	Capt Daniel Sheetz
Medical Officer	Open
Operations Officer	Open
Operations, Drug Demand Reduction Officer	Lt Col Orville Schwanger
Operations, Emergency Services Officer	1st Lt Tim Roth
Operations, Emergency Services Officer	Maj Steve Wilson
Operations, Standardization and Evaluation Officer	Lt Col Chuck Bechtel
Personnel Officer	Open
Plans & Programs Officer	Open
Professional Development Officer	Open
Public Affairs Officer	Capt Barbara McCutcheon
Recruiting Officer	Open
Safety Officer	1st Lt Jeff Case
Safety Officer, Assistant	1st Lt Edwin Jones

* If you are interested in applying for any of the open staff positions, please contact Lt Col Byron Marshall, ercoupe884@msn.com

CALENDAR

- **Training Leaders of Cadets:** 9 Apr 09
- **Group 2 SARex:** 18 Apr 09: Lancaster Airport
- **Commander's Call:** 25 Apr 09: FIG
- **AE / O-Flight Day:** 25 Apr 09: FIG
- **A-CUT Radio Operator Class:** 9 May 09: FIG
- **FEMA IS 240 (Leadership and Influence):** 9 May 09: Black Diamond HQ
- **Group 2 Staff Meeting:** 23 May 09: FIG
- **AE Bootcamp:** 23 May 09: FIG
- **FEMA IS 242 (Developing and Managing Volunteers):** 20 Jun 09: Black Diamond HQ

Please send information about upcoming unit events and activities that are open to our members to Group 2 PAO, Capt. Barbara McCutcheon at gistek@ptd.net

